

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	East Germany	REPORT	
SUBJECT	First Conference of the Special Commission for Construction Engineering Regarding the Ruegen Harbor Project	DATE DISTR.	5 May 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
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General

1. The first conference of the Special Commission for Construction Engineering was held on 16 December 1952 in the Department of the Interior Building.

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NAVY Review Completed

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25 YEAR RE-REVIEW

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC		ORR	E	X
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SECRET

-2-

25X1

Canal Construction

2. The most pressing and largest of the projects in the first phase of construction, namely the building of the canal, was discussed first. The assignment was to make this canal navigable to its full width and depth by 1 May 1954, exclusive of final tests. It was intended that the entrance and exit be dredged to six meters and limited breadth. This program demanded a movement of about 5,500,000 cubic meters of earth and was developed as described below.

Working days from 1 January 1952	400 working days
Average daily capacity during the height of operations	20,000 cubic meters of earth
Average monthly capacity during the height of operations (12 months)	460,000 cubic meters of earth per month
Highest daily capacity	25,000 cubic meters
Highest monthly capacity	600,000 cubic meters

Dredging Equipment

3. Initial dredge was to be put into service on 1 March 1953; production 35,000 cubic meters per month; total - 455,000 cubic meters. The advance dredge was to be put into service 1 May 1953; production 35,000 cubic meters per month; total - 385,000 cubic meters. The first chain bucket dredge, 250 liters, was to begin 1 April 1953; production 42,000 cubic meters per month; total - 545,000 m<sup>3</sup>. The second chain bucket dredge, 250 liters, was to begin 1 May 1953; production 42,000 cubic meters per month; total - 505,000 m<sup>3</sup>. Two G19 units were to begin 1 January 1953 with 25,000 cubic meters each per month; total - 750,000 m<sup>3</sup>. One G19 unit was to begin 1 February 1953 with 25,000 cubic meters per month; total - 350,000 m<sup>3</sup>. The total was to be 2,990,000 m<sup>3</sup>.
4. Not included was a dredging capacity of about 250,000 cubic meters per month, planned for about 1 March 1953, plus the substitute dredge for periods of breakdown of the above mentioned equipment. (six-seven G19 units)
5. The small dredges to be imported were to be used together with the above mentioned dredges for other parts of the construction (moles, fishing harbors). It was planned that the Bau Union North be requested to furnish a production norm

SECRET

SECRET

-3-

25X1

commensurate with the building program for each individual dredging machine.

6. This survey showed that 54% of the necessary dredging could be accomplished by this equipment. Procurement of the remaining equipment was not determined although the Soviets were decisive in meeting their established deadline. This equipment was to arrive and be put into operation by the spring of 1953. Therefore an immediate decision was necessary - the equipment could either be requisitioned from the mines or be imported.

#### Transportation Equipment

7. About 60 steam locomotives of over 140 hp. would be necessary for the above described dredging. At the time of my departure there were 14 on the construction site, i.e. 15-20%. Baumechanik (Construction Mechanics Department) was to supply 39 additional locomotives. If these machines were readily available, the requirements could be fulfilled. A dumping capacity of 2,000 - 2,200 cubic meters will be required. A transporting capacity of 400 cubic meters or 20% was available.
8. The plans included the procurement of 400 dump lorries each with a capacity of 5.3 cubic meters during 1953.
9. The construction deadlines will only be met if the necessary dump   i.e., the 400 are delivered during the first quarter of 1953. A late delivery would cause a corresponding delay in the completion of the canal.

25X1

#### Transport Rails

10. To my knowledge about 34 km. of narrow gauge track, "Steghoeke" 115 mm and above, and 210 switches would be required. Available were 7.5 km of track or about 22%.
11. The Bau Union North was commissioned to re-examine the reported requirements on heavy tracks employing the strictest standards.
12. It will only be possible to set up firm work schedules when the delivery dates of equipment are known. Until then, full-scale operations will not be possible. The Special Commission requested information on the requisition of the equipment not yet procured in order to continue its work.

#### Construction Site Accommodations

13. The proposed construction work of the individual projects for 1952, including accommodations, which were included in the project lists of the Bau Union North, were examined. The completed construction work met the requirements of the construction program. Accommodations were approximately 25% of the total requirements; accommodations for the canal construction will be about 15% complete by the end of 1952.
14. Regarding the construction site accommodation, it was recommended that:

SECRET

SECRET

-4-

25X1

- a. The workers should live near the construction site so that transportation costs for workers would not accumulate.
- b. Accommodations still to be constructed should be massive (reduction in cost of wood and heating material, healthier living).
- c. A billeting program be set up with the temporary goal of allowing five - seven square meters (including extra rooms) per man and finally ten square meters per man.

Mole Construction

- 15. A draft of plans and estimates for the individual construction of the outer harbor mole were to be completed and submitted by mid-January 1953. The necessary requirements were:
  - a. first draft
  - b. preliminary design
  - c. project
  - d. plan of execution and efficiency indices
- 16. The meeting of the Special Commission was then adjourned.

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